

THE NEW YORK OFFICE

TRAIN DISPATCHER'S MANUAL

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NEW YORK OFFICE SECTION

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NEW YORK OFFICE

1.0 GENERAL INSTRUCTIONS

1.1 METRO-NORTH COMMUTER RAILROAD BULLETIN ORDERS

The Assistant Chief will arrange to call the Assistant Chief at Metro-North during their tour of duty to check for the last Bulletin Order issued. Keep a record on the turn over of the time Metro-North was contacted, and the name of the person from whom the information was obtained.

1.2 TRAINS DESTINED MNCR

Metro-North Commuter Railroad requires Amtrak trains to have operable cab signal apparatus leaving New York and New Haven due to Metro-North having cab signal territory with no fixed wayside signals between interlockings. They will continue a train whose cab signals fail en route. Engines operating under our Rule 556 cannot be operated on MNCR unless the block extending from interlocking to interlocking ahead of the trains is clear. The maximum speed for such trains is 40MPH outside interlocking limits, and 20MPH within interlocking limits.

1.3 LIVE PASSENGER TRAINS WITHOUT HEAD END POWER (HEP) 480V

Whenever a train experiences a loss of HEP, a potential exists for life threatening situations to develop, especially in extreme weather conditions. Therefore, when an live passenger train reports an HEP failure, a Northeast Division - West employee will be designated to handle the situation. This employee will be assigned as directed by Transportation Supervision. His/Her duties will include coordinating the effort of the train crew and MofE personnel in restoring the HEP and developing and implementing plans to get passengers to a better environment, which might include evacuation and alternate transportation.

The Chrono item must include the following information:

- Name of employee charged with afore mentioned duties
- Name of supervision responding to scene.
- Name of CNOC manager notified
- Length of time train spent without HEP
- Conditions on board train
- Evacuation location (if required)
- Type of alternate transportation
- Delays

Notify and up date the Superintendent of Operations, Assistant Superintendents of Train Movement and Road Operations also the LIRR Superintendent – PSCC.

1.4 INFORMATION AND INSTRUCTIONS FOR MORRISVILLE YARD

MP STATIONS

- 0.0 Morris (Int) Amtrak, R-CETC-7)
- 0.6 MY (Int) (NJT, R-CETC-7)
- 1.0 Morrisville Yard (NJT)

The direction from Morris to MY is westward.

MY interlocking is located approximately 1950 feet west of Morris, all switches are Dual Control

Tracks between Morris and MY (south to north) Middle, Single.

Rules in effect per NJT Timetable:

Single track and Middle track are main tracks. Interlocking rules with CSS rules 550 – 561 are in effect for movements in both directions.

Speeds per NJT Timetable:

Morris to MY	Middle and Single tracks	30MPH psgr/25MPH frt
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Radio channel in service: 60-60, trains originating at Morrisville Yard must contact CETC 7 Dispatcher with consist information prior to accepting eastward signals at MY.

Maintenance:

Amtrak C&S personnel will maintain the signal system. NJT Track and ET departments will maintain track and catenary systems. NJT Trouble Desk – 201-246-2675 or 2676 (toll free: 800-742-2921)

AC electrical operation:

Tracks equipped for 12kv AC electrical operation under the supervision of the NJT Newark Division Power Supervisor in Kearny: (tele. – 210-246-2652 or 53, 2944 or 45)

Middle and Single tracks between Morris and MY

All tracks within NJT Morrisville yard

Between Morris and Morrisville yard ET personnel will contact NJT Power Supervisor to request power removal. NJT Power Supervisor will then contact the Amtrak Power Director. The Amtrak Power Director will work with the CETC-7 Dispatcher for all Plate requests.

When an AC outage is requested involving any territory from the western limits of MY to Morris the CETC-7 Dispatcher must apply the appropriate blocking and issue a Plate Order for their own reference and the relieving Dispatcher. After the CETC-7 Dispatcher issues the requested Plate and reports this to the Amtrak Power Director, the Amtrak Power Director will contact the NJT Power Supervisor. The NJT Power Supervisor will then authorize the ET personnel to remove AC power.

When an AC outage involves the yard tracks west of MY, NJT ET personnel will manually provide RWP protection by lining switches away from the affected tracks and securing these switches with personal locking devices. ET personnel will communicate with the NJT Power Supervisor. If the Plate does not extend into MY, CETC-7 will not be involved.

Note: Plate Orders are not to be issued to the NJT Yard Master at Morrisville.

Derails:

2 power operated interlocked split rail derails (no.3 & no.5) are located within MY.

Switch Heaters

MY is equipped with Electric Switch Heaters which are controlled from the field by Amtrak C&S personnel.

Private Road Crossing (MY Lane) protected by gates and flashers located 88 feet east of western limits of MY crossing the Single track.

1.5 TRAINS DESTINED FOR SUNNYSIDE YARD VIA LINE 3

When necessary to operate any train destined for Sunnyside yard on No.3 (Line 3) track the Dispatcher/Console Operator controlling C must verbally inform the Dispatcher/Console Operator controlling F before the train departs C. Confirmation that 734E signal at F is out of "fleet mode" and unless displayed for a prior movement is not displayed toward Harold.

2.0 FREIGHT OPERATION

2.1 OPERATION OF FREIGHT TRAINS WITHOUT A CABOOSE

Crews must be contacted before being allowed to enter the Main Line to assure that the lead locomotive is equipped with an operating radio. If caboose less trains are not equipped, they must **not be permitted to enter the Corridor.**

2.2 RESTRICTED HOURS, LANE AND LINCOLN

These guidelines are designed to accommodate Conrail freight train movements, affording them the flexibility required to service consignees in a reasonable and timely manner, while still allowing for the safe and expeditious movement of passenger trains.

In determining these guidelines consideration was given to "BX" authorities, work locations, type of train (long hauls, drills, etc.), and the time of day and day of week. Adjustments will be required due to weather conditions, track outages and other variables.

1. Long Haul Freight (no restrictions) operating between Lane and Lincoln:

MONDAY THROUGH FRIDAY

Restricted hours for all movements:

4:30 AM to 9:30 AM

3:00 PM to 7:30 PM

Freight trains must be en route between Lane and Lincoln prior to 4:30AM or 2:30PM otherwise they must not be permitted to operate in this area during the restricted hours. Hours of operation are not restricted on Saturdays and Sundays except when necessary due to track outages.

See Timetable Special Instruction 35-S1 for freight train movement speed restrictions.

2. Local Freight Operation between Midway and Lane:

MONDAY THROUGH FRIDAY

Restricted Hours of operation:

6:00 AM to 9:00 AM

4:30 PM to 7:30 PM

Hours of operation not restricted Saturday and
Sunday

2.3 FREIGHT ROUTING

1. Keep the "O" track at Metuchen clear when possible except for required set-off/pick-ups or emergency movements.
2. Check BX restrictions and engine restrictions on all freight trains requesting permission to enter the Main Line from **ANY** location.
3. Freight set-offs/pick-ups at Linden and Metuchen
 - a. Notify the Yardmaster before freight arrives to work.
 - b. If train cannot be worked because no track is available for set-off, or pick-up is not ready, hold train for 30 minutes.
 - c. If train has not begun work after 30 minutes per above conditions, it is to be released without set-off or pick-up, but notify Yardmaster that you will not hold train over 30 minutes.
4. Refer to Special Instructions 41-T4 and 41-N2 concerning operation of freight trains containing CWR cars, Bergen to Harold, and Special Instruction 41-S1 and 41-S6 concerning movement of freight cars from Hudson to F.

2.4 FREIGHT ROUTING/METUCHEN TO LANE/BX-190

1. Vertical catenary clearance has been improved to permit the movement of 19 foot, ATR, covered trilevel automobile cars (BX-190) between Metuchen Yard and Lane over the following routes only:

No. 1 or 2 Track, Lincoln to Menlo.

No. 1 Track, Menlo to Union (6 Roads).

Track A Union to Elmora, (Must enter Track A over 43 switch at 6 Roads).

No. 2 Track, Elmora to Lane.

OR

No. 3 Track, Lincoln to Union-----**(Only when the Division Engineer or his representative determines the ambient temperature is below 80 degrees)**

Track A, Union to Elmora.

No. 2 Track, Elmora to Lane.

2. Movement of these cars westward may be made over the reverse route.
3. This will be your authority to accept such movements pending issuance of

appropriate BX File.

4. Dispatchers must verify consist of any train or movement for handling between these two points to protect the routing of such cars.

3.0 RULES APPLICATIONS

3.1 BLOCKING DEVICE PROTECTION PROVIDED BY FOREIGN ROAD DISPATCHER

The Metro North Dispatcher in charge of CP216 and CP12 and the NJ Transit Dispatcher in charge of Graw and the Conrail Shared Assets Dispatcher in charge of NK will not be required to copy Amtrak issued Form D's and Plate Orders. The Amtrak Dispatcher controlling territory adjoining these interlockings will accept verbal confirmation of hold and blocking device application from the appropriate Dispatcher. The Amtrak Dispatcher must record the time blocking devices are applied and removed and the name of the Metro North, NJ Transit or Conrail Dispatcher involved on the Blocking Device Application and Removal Record in the "Train Dispatcher's Record of Movement Permit Form D's and Transfer Record" book.

3.2 SUBSTITUTING DCS FOR ABS FAILURE

SEE PAGES 25 THROUGH 28

3.3 DCS OPERATION

When necessary to operate a train under DCS rules, the Dispatcher must notify either the Manager of Train Operations(MTO) or the Assistant Chief Dispatcher(ACD) prior to issuing the Form D authority.

The MTO or ACD will review the request to ensure all required protection and procedures are in place before the Form D is issued.

3.4 BLOCKING DEVICE APPLICATION AND REMOVAL

All requests for blocking device application or removal between Dispatchers or Console Operators to protect adjoining territories must be conducted over railroad phones. This will be done in order to maintain a taped record. When the request is for blocking device removal, the appropriate Form D number and its cancellation time must be stated to the Dispatcher or Console Operator being asked to remove blocking.

3.5 VERBAL PERMISSION TO PROCEED

In the application of NORAC Rules 241 and 613 and Amtrak Special Instruction 613-T1 no train is to receive verbal authority to proceed until:

- 1) The precise location of the train is ascertained, ie: Track number, signal number, or other physical characteristics feature.
- 2) Call on is displayed for appropriate signal when complying with SI 613-T1.

4.0 FORM D / TSRB PROCEDURES

4.1 ISSUING FORM D

The individual issuing a Form D must provide a copy to any Dispatcher or Console Operator whose territory is in any way adjoining or affected by it. These copies must be held at the console controlling the territory affected until no longer effective. When the Form D is no longer in effect, all copies held at appropriate consoles must be destroyed.

4.2 GENERAL INSTRUCTIONS FOR SPEED RESTRICTIONS, TSRB OR BULLETIN ORDER CHANGES ISSUED BY FORM D

When a temporary speed restriction, TSRB or Bulletin Order change is to be issued by Form D, the following instructions will apply:

1. The person imposing or removing a restriction must contact the section Dispatcher controlling the territory in which the restriction lies. If the Assistant Chief Dispatcher or the PSCC Supervisor or Manager receives information imposing a restriction before the section Dispatcher does he/she must immediately order the section Dispatcher to protect the territory involved by displaying stop signals with blocking devices applied. Appropriate Form D must not be issued until person imposing or removing restriction has informed the section Dispatcher.
2. Dispatchers in charge of tracks affected by the restriction must immediately apply or order the application of blocking device(s) at the interlockings or control points governing entrance to the restriction. These blocking devices must not be removed for any train to operate on the affected track until the Dispatcher knows the approaching train or trains are in possession of the Form D (or TSRB addition) protecting the new restriction information.

Note: Every effort should be made to route trains around the restriction where practicable.

3. Should a restriction be received when trains are already in the block approaching the affected area, every effort should be made to contact the train(s) by radio, advising them to bring their trains(s) to a safe stop, and then issue the applicable Form D or TSRB addition. The person reporting the speed restriction should be instructed to remain at the location of the speed restriction until the subject trains have passed, protecting passage by hand signals, if necessary.
4. The section Dispatcher, PSCC Dispatcher or Console Operator assigned to the "East/West Desk" or designated employee, must write the Form D. See Sections 4.3, 4.4, 4.5 and 4.6 of this manual for specific information regarding issuance and transmission of forms.
5. Form D's will be issued to the Terminal Operations Center(TOC), Dock (Newark), NJT Morrisville Yard, Trenton Station and County for delivery to affected NJT or Amtrak trains when originating there.
Form D's issued for Empire Connection trains must be transmitted to the

Albany/Rensselaer Station Master's office. Form D's for other trains originating off the New York Division see sections 4.3, 4.4, 4.5 and 4.6 of this manual.

6. The verification procedure required by NORAC rule 904, as it applies to Form D's, must be conducted by the Assistant Chief Dispatcher rather than the section Dispatcher or Console Operator with the following locations at the beginning of each tour :
K Tower, Mid-Atlantic Division Assistant Chief Dispatcher, CETC5, Terminal Operations Center, New Haven Motor Storage, New England Division Chief Dispatcher, SEPTA Rail Operations Center, NJT Rail Operations Center, and NJT Yard Master Morrisville.

Exception: East/West Desk will verify Form D's/Form 19's with the LIRR Station Master's office and 204.

LOCATION	VERIFY
CETC5	8-728-2233
Terminal Operations Center	6466
New Haven Motor Storage	8-561-6162
New England Division Chief Dispatcher	8-580-7585
Note: For more phone nos. see section 4.3, 4.4, 4.5 and 4.6	

7. Section Dispatchers must protect unscheduled movements. When restriction is less than 50 MPH, Form D's must also be delivered to freight trains entering at locations such as Lane, County, Midway, Fair and Morris.
8. Form D's must be issued by the appropriate Dispatcher to movements entering affected trackage at points between interlockings, e.g., General Tire Switch.

4.3 FORM D'S FOR TRAINS COMING FROM THE MID-ATLANTIC DIVISION

The following procedures apply when necessary to issue or cancel a Form D to trains coming from the Mid-Atlantic Division:

1. The section Dispatcher will issue the required Form D with the following address: *C & E all trains destined Northeast Division - West at Washington via K Tower, From PH line at 30th Street, originating 30th Street.*
2. These Form D's will be electronically transmitted to the addressed locations and to the Mid-Atlantic Division Assistant Chief Dispatcher. The Assistant Chief Dispatcher 40 will contact the Mid-Atlantic Division Assistant Chief Dispatcher, Customer Services Supervisor-s office, 30th Street; K Tower, Washington to verify receipt of the Form D.
3. The Assistant Chief Dispatcher 40 Office must ascertain from the Train Director at K tower and the Mid-Atlantic Division Assistant Chief Dispatcher the first scheduled trains and any extra trains originating at Washington and points south of 30th Street to have received the Form D.

4. The Assistant Chief Dispatcher 40 Office will contact the CETC 5 Dispatcher to verify the first scheduled trains and any extra trains originating at 30th Street or coming from the PH Line to have received the Form D.
5. Verification and first train information is to be added to the Form D Notification and Verification form that contains the appropriate Form D information. This will then be distributed to all section desks involved.
6. When a Form D has been canceled by a section Dispatcher, the Assistant Chief Dispatcher 40 Office will electronically transmit that Form D with the cancellation information filled in. The Assistant Chief 40 Office must then call the appropriate location to verify receipt.

LOCATION	FAX	VERIFY
Phila. Asst. Chief	728-4043	728-2225
K Tower	777-4933	777-2322
Customer Services, 30th St.	728-4038	728-2150

4.4 FORM D-S FOR NJT TRAINS ORIGINATING OFF CORRIDOR

The following procedures apply when necessary to issue or cancel a Form D that must be delivered to New Jersey Transit (NJT) trains:

1. NJT will be responsible for supplying 40 Office with a current list of NJT delivery locations that are to be included in Form D addresses for NJT trains originating on NJT property. NJT will be required to make sure 40 Office has the most current and accurate listing.

Addresses per NJT (10/12/06):

- a. Form D's issued between Morrisville and Union:
C&E NJT Trains at Hoboken and MMC.
 - b. Form D's issued between Union and Hunter:
C&E NJT Trains at Hoboken, MMC, Long Branch, Matawan, South Amboy and Bay Head.
 - c. Form D's issued between Hunter and Swift:
C&E NJT Trains at Hoboken, MMC, Long Branch, Matawan, South Amboy, Bay Head, High Bridge, Raritan and Plainfield.
 - d. Form D's issued between Swift and New York:
C&E NJT Trains at Hoboken, MMC, Long Branch, Matawan, South Amboy, Dover, Gladstone, Notch.
2. The section Dispatcher/Console Operator involved will write the necessary Form D and address it using the appropriate delivery locations supplied by NJT. After the section Dispatcher/Console Operator and the Assistant Chief 40 Office have examined the entire Form D and determined it is correct the Assistant Chief 40 Office will electronically transmit the Form D to the NJT Rail Operations Center.
 3. The receiving NJT Assistant Chief Dispatcher must examine the Form

D for completeness and legibility and verify receipt with the Assistant Chief 40 Office.

4. NJT Assistant Chief Dispatcher will then electronically transmit the Form D to the proper NJT locations addressed, verify receipt and ascertain what train is first in possession. The Assistant Chief Dispatcher 40 Office must indicate first train information on the Notification and Verification Form. Then distribute to all section desks involved.
5. When the Form D's being issued are no longer required, the Assistant Chief 40 Office or the PSCC East/West Desk or designated employee, will electronically transmit the applicable Form D with cancellation information filled in, to the NJT Rail Operations Center. The Assistant Chief 40 Office or the PSCC East/West Desk or designated employee, must then communicate with these offices to verify receipt.

LOCATION	FAX	VERIFY
NJT Rail Op. Center, Kearny	201-246-2681	201-246-2780/81
NJT Morrisville Yard	215-337-6189/83	215-337-6160/68
Trenton Station	8-742-1886	8-742-1771/69
County Yard	201-714-2583	732-545-8710 or 8-742-1751

4.5 FORM D'S FOR SEPTA TRAINS ORIGINATING OFF CORRIDOR

The following procedures apply when necessary to issue or cancel a Form D that must be delivered to South Eastern Pennsylvania Transit Authority (SEPTA) trains:

1. The CETEC 7 Dispatcher will write the necessary Form D and address it as follows: ***C&E westward trains originating at Trenton/
C&E Eastward SEPTA trains destined Amtrak Northeast Division –
West via SEPTA Dispr at Philadelphia***

After the section Dispatcher/Console Operator and the Assistant Chief 40 Office have examined the entire Form D and determined it is correct the Assistant Chief 40 Office will electronically transmit the Form D to the SEPTA Rail Operations Center.

2. The receiving SEPTA Assistant Chief Dispatcher must examine the Form D for completeness and legibility and verify receipt with the Assistant Chief 40 Office.
3. The SEPTA Assistant Chief Dispatcher will then electronically transmit the Form D to the proper SEPTA location addressed, verify receipt and ascertain what train is first in possession. The Assistant Chief Dispatcher 40 Office must indicate first train information on the Notification and Verification Form. Then give a copy to the CETEC 7 Dispatcher.
4. When the Form D's being issued are no longer required, the Assistant Chief 40 Office will electronically transmit the applicable Form D with cancellation

information filled in, to the SEPTA Rail Operations Center. The Assistant Chief 40 Office must then communicate with this office to verify receipt.

LOCATION	FAX	VERIFY
SEPTA Rail Op. Center	215-580-8666	215-580-8670

4.6 FORM D/FORM 19 FOR LIRR TRAINS

The following procedures apply when necessary to issue or cancel a Form D/Form 19 that must be delivered to Long Island Rail Road (LIRR) trains:

1. The PSCC "East/West Desk" or designated employee will write the necessary Form D as well as complete the appropriate information on a Form D Notification and Verification Form. The PSCC Supervisor or Manager must examine both forms to determine they are correct.
2. The PSCC Supervisor or Manager will then electronically transmit the Notification and Verification Form to 204 for westward LIRR trains and the Form D to addressed locations for delivery.
3. The employee receiving the Form D Notification and Verification Form at 204 and employees receiving the Form D at addressed locations must examine it for legibility and verify receipt with the PSCC Supervisor or Manager.
4. Then the LIRR section A Dispatcher will issue a Form 19 for westward trains based on the Form D Notification and Verification Form information and ascertain what train is first in possession. The PSCC Supervisor or Manager must indicate first train information on the Notification and Verification Form. Then distribute to all section desks involved.
5. When the Form D's being issued are no longer required, the PSCC Supervisor or Manager will electronically transmit the applicable Form D and Form D Notification and Verification Form with cancellation information filled in, to the proper offices. The PSCC Supervisor or Manager must then communicate with these offices to verify receipt.

LOCATION	FAX	VERIFY
LIRR 204, Jamaica	718-558-8146	718-558-8204
LIRR Station Master's Office, N.Y.	212-643-5229	212-643-5093

6. **When 204 requires the issuance of a Form D** for eastward trains originating in the PSCC control territory, they will electronically transmit a Form D Notification and Verification Form to PSCC specifying the required information. The PSCC Supervisor or Manager receiving the Form will verify receipt with 204 then give it to the "East/West" desk who will write the proper Form D.
7. Once the "East/West" desk has written the Form D the PSCC Supervisor or Manager will determine it is correct then electronically transmit it to the locations addressed.

8. Employees receiving the Form D must examine it for legibility and verify receipt with the PSCC Supervisor or Manager and ascertain what train is first in possession. The PSCC Supervisor or Manager must indicate first train information on the Notification and Verification Form. Then distribute to all section desks involved.
9. When the Form D's being issued are no longer required, 204 will electronically transmit the applicable Form D Notification and Verification Form with cancellation information filled in to PSCC. The PSCC Supervisor or Manager must then communicate with 204 to verify receipt.

4.7 TSRB PROCEDURES

The third trick Assistant Chief is designated as the individual responsible for the distribution of the daily TSRB. When performing this work, the Assistant Chief Dispatcher is subject the commingled service provision of the "Federal Hours of Service Act". Should a situation arise where an Assistant Chief would have to work more than nine (9) hours, and would ultimately encompass the third trick tour of duty, then arrangements must be made for another individual who would not be in violation of the "Federal Hours of Service Act" to perform the "TSRB" distribution.

4.8 GUIDELINES AND SPECIFICS REGARDING THE "TSRB"

The following guidelines and specifics apply to the issuance of the TSRB:

1. By 3:30 A.M. the Dispatchers in "40" Office and the Penn Station Central Control (PSCC) must receive all temporary speed restrictions to be in effect on their respective territories at the conclusion of maintenance work.
2. These temporary speed restrictions, as well as those still in effect from the previous day, must be given to the Section Dispatcher first, then to the Assistant Chief.
3. The Assistant Chief (or other designated employee) is to input this information and produce a hard copy of the "TSRB" for verification and validation.
4. The Dispatchers must examine this pre-fax "proof" for accuracy and initial if correct. This pre-fax "proof" must be given to the Manager of Train Operations to be filed.
5. If the information as originally inputted is correct then the Assistant Chief Dispatcher will disseminate the "TSRB" via fax to the predetermined locations.
6. The "TSRB" does not replace Form D Authorities. When their use is required all provisions governing their issuance and distribution will apply.
7. In the event of failure to any portion of the "TSRB" dedicated computer, then its issuance must be handled manually. There will be blank formats of the "TSRB" available for use. All pertinent information is to be added and then faxed on an

individual basis to the designated locations. Telephone numbers are available for these locations.

8. Preparation of the "TSRB" should begin no later than 4:00 A.M. in order to allow sufficient time to complete faxing prior to the effective time.

5.0 PSCC/CETC WEST TRAIN DISPATCHING SYSTEM OPERATION

5.1 CETC SYSTEM FAILURES

Whenever a failure of the CETC System occurs, a chronological item must be compiled for insertion in the Division log. The C&S Trouble Desk must be notified and, as with any other failure, a cause must be supplied.

5.2 TRAIN DISPATCHING SYSTEM – DIALOGUE BOXES

The Dispatcher or Console Operator must always make a proper written explanation for the blocking device application in the blocking dialogue box. This note should include reason for blocking (RWP, Blue Light, Out of Service, Plate Orders, etc.) and who requires you to provide protection and the name of the Dispatcher/Console Operator providing the protection. When a Form D is involved it must be stated by number.

Example: o/o/s per Section A Form D No.A21.

5.3 PLATE OVERRIDE WINDOW

When necessary to route a train through an implemented AC or DC plate by use of the plate override feature, the "concur" window must contain the following information:

- 1) Dispatcher / Console Operators last name
- 2) Engine number, head MU number or lead Control car number

5.4 TIMACS ENTRIES FOR NJT M&E LINE TRAINS

The Section A Dispatcher is responsible for entering engine number and car counts for NJT M&E Line trains into the TIMACS system.

When for some reason this does not occur, the PSCC East/West or A Tower Desk Dispatcher or Console Operator will be responsible for obtaining this information from the train and entering it into the TIMACS system.

5.5 ALARM SUMMARY DIALOG BOX

One hour prior to end of tour, all Train Dispatchers/Console Operators must purge and clear all acknowledged alarms from their console. No more than a maximum of 10 alarms should be deleted at any one time. Next, select the "reload oldest" or "reload newest" alarm buttons under the dialog box to allow it to update and continue deleting until the dialog box is clear.

5.6 STORED ROUTE FEATURE

The implementation of a stored route must never be assisted by going into "unit lever mode" in an attempt to expedite.

5.7 TIMACS ENTRIES FOR ALL TRAINS

It is essential that all trains are properly inserted and ID in TIMACS prior to entering PCSS system territory. This will help to ensure the trains ID will appear in the proper stack for the adjacent timing location.

5.8 TIMACS ENTRIES FOR EXTRA NJT TRAINS DURING MAJOR SERVICE DISRUPTIONS

When a consist is named to run as an extra, exit any prior ID in PSCC system. Do not directly re-ID, because any timings of the prior ID will be overwritten with new ID. Create TIMACS insert. "Pattern After" schedules will be found using the following train symbols:

- 1) Trenton Extra – NJTX01
- 2) County Extra – NJCX01
- 3) North Jersey Coast Extra – NJLX01

Originate all westbound patterns at Sunnyside Yard with Q passing times. "Delete Event" if it is desired to change origination point, but this is not absolutely necessary if operating from full graphics system, as properly ID'd trains will time at first active timing point.

Change "Start Time" to match anticipated departure time. Remember that unless you delete events, this will be the Q time. Note: TIMACS will not allow a start time of more than 60 minutes in the past.

Name the insert as necessary, applying one-up numbers, ie: NJTX01, NJTX03, NJTX05, and so on.

ID the "TMP" ID with the same ID as the insert. Train will now track in full graphics in the PSCC, CETC West and TIMACS systems.

5.9 PSCC TRANSFER TO ALTERNATE CONTROL PANEL

Keys to Alternate Control Panel (ACP) are located in the Manager/Supervisor of Train Movement desk draw.

1. TRANSFER SET UP

When it becomes necessary to transfer the operation of PSCC from the Theater to the Alternate Control room (ACR), the supervisor on duty must notify the Amtrak Communications office (ext. 6301) immediately and send a qualified employee to the Alternate Control room to turn all Penta and TIMACS screens on. All TIMACS screens are labeled with the sign on location, ie. JO, HAR, KN, etc. It is important to note that when signing on at Harold and F you must first sign on as **ACP** and select the PSE timing mode before signing on as HAR or F to get the proper order of trains in the tunnel stacks as they depart New York.

Once it has been established that the ACR has been readied and TIMACS and Pentas are on line, the supervisor should send Dispatcher/Console Operators to the ACR as necessary. Employees moving to the ACR must maintain for transfer all information concerning train locations and other information important to their territory.

To take control of the interlockings on the ACP the “red caps” on the “emergency release” buttons must be removed and the buttons de-pressed simultaneously for each interlocking.

The supervisor must shut off all automatic timings (“Clear ALL”, then “Send”) from the “STM” window. The Train Director at Dock must be instructed to log off the TIMACS computer and log back on with the PSW option to enable trains to be timed in proper order as they depart New York.

2. TIMING TRAINS

When working from the ACP trains must be manually timed, all track assignments and all track changes entered manually, unless otherwise instructed.

3. TURNING TRAINS

To turn trains “Turn train function” should be used. If the new train the equipment is to turn for is not in TIMACS an insert must be made, and it must be re-ID’d. Then the new train number must be written in the blank black box on the PSW or PSE TIMACS screen.

4. DOUBLING UP TRAINS

- The first train must be timed in on the track
- Then placed in the “Hold Stack”
- The second train can then be timed in on the same track
- The second train is then placed in the “Hold Stack”
- The first train can be then be replaced to the track

5. RETURNING TO THEATER

When returning to the Theater from the ACR the supervisor must verify continuity between TIMACS screens and the track model.

To take control of the interlockings the “CETC Control” button on the ACP must be pushed and the “Assume Computer Control” must be selected in “unit lever” mode from the drop down window. If this is done correctly the interlocking display will indicate either “PSCC or “remote control”. Once all control has been swapped the supervisor must turn the automatic timings back on using the “STM” window. Dock must also be notified to log off of TIMACS and this time log on to activate the 10th Ave times and show the trains in the proper order departing New York.

6.0 C&S OPERATION

6.1 SWITCH FAILURES/UNMANNED TROUBLE DESK

If a switch failure or a track circuit problem occurs when the Northeast Division - West Trouble Desk is unmanned, the Dispatcher/Console Operator or Assistant Chief must notify a C&S Maintainer in the area. If unable to locate a C&S Maintainer, then a C&S Supervisor must be notified.

After the failure is corrected, the C&S representative must report the cause. This information must be recorded on the switch failure sheet and in Chrono. If the C&S representative refuses to furnish a cause for the failure, this information must be recorded on the above referenced records.

6.2 JUMPER APPLICATION PROCEDURES WITHIN HAROLD

1. All requests to apply jumpers to switches MUST come from the LIRR C&S Trouble Desk Foreman.
2. The Dispatcher/Console Opr will ensure that the affected switch is lined in the proper position with blocking devices applied. These blocking devices must remain for the duration that the jumpers are applied.
3. The Dispatcher/Console Opr will ensure no trains are moving in the direction of the affected switch. Signals governing movement will be placed at stop and secured with blocking devices to provide protection during the application process. The Dispatcher/Console Opr may now grant the C&S Trouble Desk foul time permission in order to spike and wedge the switch and apply jumpers.
4. The C&S Trouble Desk will inform the Dispatcher/Console Opr when switch is spiked and wedged and jumpers have been applied. C&S will then relinquish foul time and report that train movement may resume over switch at this time but switch may not be operated. This information will be recorded and furnished to the Manager on duty and included in the Transfer Record.

7.0 MW PROCEDURES

7.1 SPERRY RAIL SERVICE/HOURS OF OPERATION

The Sperry Car is not permitted to continue to test on the high speed tracks after 4:00 AM each day. In addition, the Sperry Car is not to be permitted to begin occupation of a high speed track after 3:00 AM each day.

7.2 FREIGHT CARS HAULED BY MW EQUIPMENT

Before MW equipment is dispatched on to main line territory with freight cars in the consist, the Foreman in charge must report the Amtrak numbers for these freight cars, the time and date of last completed air brake test and the time and date they were inspected and okayed for movement, to the Dispatcher or Console Operator involved. When the movement is to originate from Sunnyside Yard this report must be made to the Yardmaster and the Operators at Q and R. Freight cars without Amtrak car numbers, brake test or inspection must not be authorized to occupy main line or running tracks.

8.0 ELECTRIC TRACTION

8.1 DOUBLE PANTOGRAPH ORDERS (SLEET INSTRUCTION)

When conditions warrant, the Dispatcher will issue the double pantograph instruction as specified in Instruction 3.8 of the AMT-2, "Electrical Operating Instructions". Applicable Supervision and Operations must be notified.

8.2 PLATE ISSUANCE – OVERLAPPING TERRITORY

The following procedures apply when AC or DC plates extend through adjoining PSCC and Section A territories:

- 1) Power Director requests Plate.
- 2) Dispatcher/Console Operator reviews Plate.
- 3) Each Dispatcher/Console Operator involved must provide blocking protection.
- 4) Dispatchers/Console Operators involved must confer with one another on operation around territory affected by Plate.
- 5) Each Dispatcher/Console Operator involved then releases Plate to Power Director.
- 6) Power Director must verify Plates are in effect from each Dispatcher/Console Operator involved.

See pages N-29 through N-31 for list of Plates for overlapping territories.

9.0 MOVABLE BRIDGES

Note: See System Section 9 for information regarding inability to open bridges due to malfunction or repair.

9.1 BRIDGE OPENINGS

1. Opening Delays

Dock and Portal

These drawbridges need not be opened on Monday through Friday, except for Federal Holidays, between 6:00 a.m. and 10:00 a.m., or between 4:00 p.m. and 8:00 p.m.

Additional bridge openings shall be provided for commercial vessels from 6:00 a.m. to 7:20 a.m.; 9:20 a.m. to 10:00 a.m.; 4:00 p.m. to 4:30 p.m. and from 6:50 p.m. to 8:00 p.m., if at least a one hour advance notice is given by the vessel operator.

At all other times these drawbridges must be opened when request is made.

Pelham Bay

At Pelham Bay, when a boat requests or signals for a bridge opening, unless there is a train occupying the approach circuit, the bridge must be opened. There is no permitted delay, except if a train is already in the approach circuit.

Spuyten Duyvil

At Spuyten Duyvil the bridge remains open continuously until a closing is required for train movement.

2. Responding to Marine Radio Transmission

Federal regulations require that those in charge of authorizing drawbridge openings must respond to a marine radio transmission within 30 seconds. This must be

adhered to, if just to acknowledge the request and say that you will be back in communication as soon as possible.

3. **Record of Bridge Openings**

Dispatchers must record on the train sheet and make a log item showing opening and closing times and the time bridge was asked to be opened. Any problems involved in opening (mechanical or otherwise) or closing must also be noted and reported to the Assistant Chief.

4. **Notification of Delay**

Operators must arrange to notify river traffic of probable extent of delay when problems prevent an opening.

9.2 MOVABLE BRIDGE OBSERVATION PROCEDURES: PORTAL & SPUYTEN DUYVIL BRIDGES

Bridge Operators at Portal and Spuyten Duyvil Movable Bridges must take the following actions:

1. Upon receiving a request for a bridge opening, visually observe all miter rails for the purpose of possible obstruction(s) to normal operation. This observation will be conducted at the track level.
2. With no exception taken with this observation, operate the bridge in accordance with standard operating procedures.
3. Prior to returning the bridge and track(s) for train traffic, visually observe, for compliance, the following:
 - a. At track level, all miter rails for proper seating and alignment.
 - b. Proper control panel indication for rail seating, wedges fully driven and span locks in position.
4. At Portal, use the following language when returning the bridge for rail service:
AI have inspected the bridge and tracks, the bridge and Track 2 and Track 3 are ready for rail service. @

Dispatchers must ensure that they receive this information before authorizing train movements over Portal Movable Bridge following any opening or attempted opening.

5. Document any exception taken, with regard to specific areas of concern, in a Log item.

10.0 EMERGENCY PROCEDURES

10.1 NORTH RIVER TUNNELS EMERGENCIES/M OF E TOOL BOX

A yellow emergency response M of E tool box has been placed at the New York end of the North River Tunnels, between North and South Tube Portals near "A" interlocking's 81 and 75 switches. To be used when assisting disabled train, the box is stocked with the following items:

- 1 - Compromise Coupler (NJT/LIRR MU-Conventional)
- 4 - Air Brake Hoses
- 4 - Main Reservoir Hoses
- 1 - Pipe Wrench
- 1 - AB Hose Wrench (Locomotive-issue)
- 1 - Hammer
- 1 - Chisel
- 1 - Box Long Plastic tie Wraps
- 1 - 1 PKP Dry Chemical Fire Extinguisher

With this box in place and stocked, relief engines need not be delayed in New York Penna Station while material is gathered. M of E supervision must be notified when any item is removed from this box, so they can maintain a full inventory.

10.2 TUNNEL EMERGENCY IN NORTH OR EAST RIVER TUNNELS

In the event of an emergency or fire in the tunnel, PSCC Dispatchers should make every effort to prevent additional trains from entering tunnel where incident is in progress, provide for trains already in tunnel to exit as quickly as possible, and notify appropriate authority of assistance required. Refer to **APPENDIX A** of the Timetable.

10.3 SERVICE INTERRUPTION PROCEDURES

The following plan will be immediately placed in effect in the event of a major disruption to train operations:

1. The Assistant Chief is to maintain continuity of operations until reports have been obtained from personnel in the field. He will be responsible for initial responses to major service interruptions until senior officers arrive in 40 Office. He must insure that initial information concerning delay is forwarded to passengers as accurately as possible. He will insure that information regarding the service interruption is organized and maintained for inclusion in the Chronological Record. He must also notify the appropriate division officers listed on the Emergency Call List. Major service interruptions such as serious fires, fatalities, catenary failures, etc. that cause extreme delay must be reported to the FRA representative indicated on the Emergency Call List. (rev.3/30/06)

Department heads will immediately contact appropriate personnel, who will respond as directed by this procedure.

2. Points of service disruptions:

Between CP 216 and New York, Penn Station

Turning points:

1. Penn Station, NY
2. New Haven

Trains beyond these points at time of disruption will be directed to discharge travel to either MNCR trains or bus service at a MNCR station mutually agreed upon, or will be returned to New York.

Between Penn Station, NY and Newark

Trains stranded short of either New York or Newark will be returned. Trains arriving at Newark from the west will be directed to discharge travel to PATH or bus service. Equipment will be prepared at Newark or Hudson for turning and service will be established from Newark pending equipment availability. Due to servicing requirements, long-haul trains arriving will be stored at Hudson if possible, pending restoration of service. NJT diesel equipment will be utilized in the event of catenary outages. NJT services will be turned at Newark and periodic services maintained to outlying points. Trains arriving New York will be terminated at New York and travel directed to alternate means to match with service originating at Newark.

Whenever service is disrupted between Newark and New York, ensure that PATH is notified to enable extra service to be provided.

Between Newark and Rahway

Turning points:

1. NJT - Newark and Rahway
2. Amtrak - New York and Trenton - Buses Trenton and New York. Shuttle service to match at Newark.

Between Rahway and Trenton

Turning points:

1. NJT - Rahway (Woodbridge may alternate for Metro Park)
2. Amtrak - New York and Trenton. (Buses between Trenton and New York, Shuttle service to match at Newark.)

Between Trenton and Philadelphia

Turning Points:

1. SEPTA - Trenton and 30th St. Phila. (SEPTA trains will operate as far as outage permits, with bus service for remainder.)
2. Amtrak - Trenton and 30th St. Phila. (Amtrak service between Trenton and Philadelphia to be provided by bus.)

3. A representative from each department will be located in Command Center. All information will be accumulated and decisions made here. Field control centers will be established at the closest station at each end of the affected area. NJT supervision will be dispatched to affected points through the Rail Operations Center and/or Newark Division Supervision.

10.4 NJT OPERATION DURING MAJOR SERVICE DISRUPTION

During major service disruptions making regular schedules difficult or impossible to operate, NJT may place in effect a temporary operating plan in addition to turning trains as outlined in item **10.3**. The implementation of this plan will designate and operate NJT trains as extras. NJT supervision will advise which scheduled trains are to be cancelled and name and release extra trains for dispatchment. Until notified by NJT supervision to resume regular schedules the following will apply:

- 1) County and Trenton extras will make all stops including Secaucus and Newark Airport.
- 2) North Jersey Coast extras will make Secaucus, Newark and Rahway, then all stops to destination.

INSTRUCTIONS FOR EXTRA TRAIN ID ENTRIES IN TIMACS SEE 5.8

10.5 RESCUE OF DISABLED TRAINS

When a report of a disabled train is received, the M of E department must be notified. An M of E employee and a Transportation Supervisor are to accompany any rescue engine. Rescue engines must be dispatched within 15 minutes of the report of a disabled train.

Occupied trains disabled in **tunnels** must be rescued without delay. The following guide outlines which diesel engines may be used as rescue engines in **extreme emergencies**, where they may be used, and what types of equipment they may be coupled to:

1. NJT Diesel

Suitable NJT Diesel Locomotive located at Hudson continuously, except when taken to the MMC for servicing. Make sure this protect engine is carrying a compromise knuckle. Check Timetable Special Instructions 37-S5, 40-N1 and 40-T1 to determine if it will clear in North and East River Tunnels, and Penn Station, NY. Instruct engineer to operate in high notches if possible from Hudson to MP 3 to help reduce smoke in tunnels.

2. LIRR 102, 104

These engines are located at the Harold Interchange from 7:00 A.M. to 9:30 A.M., and from 3:00 P.M. to 7:00 P.M. daily, Monday through Friday. At other times, they are located at Jamaica. They may be requested through 204 movement bureau. Only an engineer is on board, except during the commission hour, when a Road Foreman is available. When coupled, the long ends are together. The long ends have conventional couplers, and the short ends (outward) have LIRR WABCO MU car couplers that are fully compatible with LIRR MU cars, including their brake

system. These engines can couple directly to NJT MU cars if the following conditions are met:

- a. Electric head on engine coupler is retracted (dogged) and;
- b. Feed valve on engine is set to 110 lbs. brake pipe pressure. (Instead of the 140 lbs. used by M1/M3/M7 cars.

These engines will apply and release NJT MU brakes if both (a) and (b) are met, and therefore, will not need the auxiliary AB hose found on NJT MU cars. They are dedicated to emergency service, and carry compromise knuckles, "Dutchman" extension AB hose and tools. They **will clear in the East and North River Tunnels, Penn Station, NY and West Side Yard.**

PSCC Dispatchers may authorize movement to assist any disabled train between Harold and the east portals of the East River tunnels. The PSCC Supervisor on duty may authorize movements into tunnels and New York Penn Station if these conditions are met:

- a. Emergency - disabled train(s) in tunnel.
- b. No supervision is available in person or through rapid telephone call.

If it becomes necessary to use these engines to rescue non-LIRR equipment, make sure supervision is dispatched to the scene, as LIRR engine crews are not to be considered qualified on foreign railroad equipment.

3. **Amtrak Diesels**

Certain Amtrak Class GP-7/GP-9 1500 HP engines **are clear to operate in the North and East River Tunnels, and in Penn Station, New York** (Check Timetable Special Instructions 37-S5, 40-T1 and 40-N1 for list of authorized units by engine number). They must not exceed 4 MPH when operating through station tracks. Engines are usually used in yard service, but will not carry emergency tools, or compromise knuckles, which must be picked up en route. Instruct engineer to run under load if possible before entering tunnel to reduce smoke. Must have compromise coupler to couple to NJT/LIRR MU cars, and must use auxiliary AB hose to get brake release on NJT MU cars. If towing LIRR DC cars, must tow with brake cylinders bled off on each truck (LIRR train crews are qualified on the use of interior cut-out cocks) no train air, and train crew members stationed at hand brakes. Brake systems are not compatible without considerable cutting out of battery switches, compressors, etc., on the LIRR cars, so handle cars in an emergency with no air on train.

10.6 **TRAINS DISABLED IN NORTH RIVER, EAST RIVER OR EMPIRE TUNNEL**

Dispatchers must take the following actions when a train becomes disabled in the North River Tunnel, East River Tunnel or Empire Tunnel:

- a. Hold all following movements.
- b. Immediately ready a rescue engine.

- c. As soon as contact is established with a member of the crew immediately determine if a fire condition exists and, if so, how serious (i.e., ask how much time until fire becomes hazardous to crew and passengers).
- d. If fire exists ensure all cars involved are evacuated, ventilation shut down and determine location of car within consist which is on fire.
- e. If fire exists immediately ready diesel and LIRR MU's to affect rescue.
- f. When fire condition exists and crew reports all cars unsafe and hazardous immediately hold in adjacent tunnel, direct crew to inform you of nearest cross passageway and to bring passengers to that location and dispatch rescue equipment (preferably MU's) to that location to pick up passengers.

Note: Shaft exits are only to be used as last resort.

- g. Question the crew as to the exact location (i.e. Mile Post, Signal Location, Shaft Location, telephone number, etc.) Note: If a crew member is in contact via telephone, make sure you get the phone number and that a member of the crew remains on the phone at all times. Always attempt to get as much information as possible - crew members may not be able to call again or may be directed to other tasks by supervisors at the scene.
- h. When Empire equipment (turbo or diesel) is involved, ensure turbo, APU, or power car is shut down (This also applies when equipment is being towed to or from Sunnyside Yard).
- i. If train cannot restore power immediately, begin backing up following movements. Remember, if the train does regain power you can always have the following movements stop and return to operating in the original direction.
- j. When there is no fire condition, determine how many following movements must clear prior to sending a rescue engine in behind the disabled train. (Remember that the following trains making reverse movements will do so at Restricted Speed and will receive Stop and Proceed indications on all Automatic Signals).
- k. If there are too many following movements, send rescue engine out adjacent tunnel to make reverse movement and couple ahead of disabled train.
- l. When AC power outage is involved use LIRR equipment to affect rescue. If both an AC and DC outage is involved, diesel must be used to affect rescue. Note: LIRR diesel Engines 102 and 104 have MU car (WABCO) couplers, one on each end. Always check to see if LIRR engine has compromise coupler, since this may be required to couple LIRR engines to conventional equipment. When coupling to NJT MU cars, instruct LIRR crew to dog electric head and use 110 lb. brake pipe pressure.

- m. Question the crew as to whether there is any catenary damage, either ahead of or behind the equipment. If so, you may be unable to send any type of equipment to couple to the disabled train without causing further damage.
- n. When the disabled train is located in the Empire or North River Tunnels and means of communication is via the radio, the PSCC Dispatcher, if possible, should handle all communication with the crew.
- o. Refer to **APPENDIX A** of the Timetable for more information, tunnel diagrams and tunnel phone numbers.

10.7 RESCUE OF DISABLED TRAINS IN EAST RIVER TUNNELS

When necessary to use a diesel engine(not equipped for dual mode operation) for a rescue in the East River Tunnels the following procedure maybe used in order to minimize exposure to diesel exhaust to passengers and crew, by allowing the removal of disabled trains to be accomplished without authority of automatic block signal indication.

- 1. Apply Blocking Devices to both ends of the track occupied by the disabled trains.
- 2. Issue Form D Line 4 to the rescue engine and all trains occupying the track on which the rescue will be performed. This Form D should take the track out of service in the name of the rescue engine Conductor, placing him in charge of the track. No movements will be permitted without that Conductor-s authority.
- 3. When rescue engine reports ready (carbon has been blown out of stacks) verbal permission must be given, as per Rule 241, to enter track.

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3.2 DCS SUBSTITUTION FOR ABS DURING ABS SIGNAL FAILURES

OPERATING DURING SIGNAL FAILURES

On the Northeast Division - West, substituting DCS for ABS should only be considered (unless otherwise instructed by management) at the following locations:

Empire Connection: Empire to Inwood on both tracks.

Main Line - Harold to CP 216: Gate to Pelham Bay on both tracks.

Main Line - New York to Philadelphia:

No.2 and No.3 tracks Lincoln to Ham

No.1 and No.4 tracks County to Ham (this portion should only be attempted if the signal failure is prolonged, and DCS has successfully been implemented on Nos. 2 and 3.)

FOLLOWING ARE SUGGESTIONS FOR CETC 8 DISPATCHER ON NOS. 2 & 3 TRKS LINCOLN TO HAM

1.	Find emergency train sheets/ Get location of trains.	CETC Dispatchers must locate and begin to use emergency train sheets. (Note: emergency train sheets are found in desk at each CETC section). Ascertain the location of all trains. Do not allow other trains into the affected area until the location of all other trains is known.
2.	Prepare for DCS	When it is anticipated that non-signalled DCS will be substituted for ABS, CETC 8 Dispatcher should begin to route all westward movements to No.4 track and all eastward movements to No.1 track. This will allow non-signalled DCS to be implemented on No.2 and No.3 tracks more easily.

3.	Place DCS in service	<p>Rule 406(a): issue Form D line 6 to operators and trains involved, interlocking signals governing entrance to or within affected limits are in Stop position, and blocking devices are applied. Note: Amtrak Dispatcher Manual System Section Instruction 5.1 ACETC BLOCKING@, requires that if blocking devices cannot be applied, a Form D line 13 must be issued to affected trains, directing them not to operate on tracks where blocking cannot be applied. Following should satisfy these requirements:</p> <p>C&E EASTWARD TRAINS AT TRENTON C&E WESTWARD TRAINS DESTINED WEST OF UNION AT NEW YORK</p> <p>6. NON-SIGNALLED DCS RULES IN EFFECT ON <u>No.2, No.3</u> TRK(S) BETWEEN <u>HAM</u> AND <u>LINCOLN</u> .</p> <p>13. OTHER INSTRUCTIONS/INFORMATION <u>Do not operate on No.2 or No.3 tracks between Ham and Lincoln without Form D line 2 authority.</u></p>
4.	Delivery to trains	<p>NJT Trains will pick up Form D at Station Master-s Office and verify receipt with CETC-7 in the usual manner. Eastward Amtrak Trains should be directed to stop in Trenton and get a copy in the Station Master-s Office.</p> <p>Westward trains that are destined west of Union that have already departed NYP should be stopped at Union Tower to receive a Form D addressed to them at this location. It would be best if the Form D were hand delivered so that radio transmissions could be kept to a minimum. (Trains will be on the radio getting 241's, reporting problems etc.).</p>

5.	Train within the affected area	<p>Non-signalled DCS rules can be placed in service while a track is occupied. For example, CETC 8 is directed to place DCS rules in service. Train No.208, Engine 942, is at MP 50. When track is <u>KNOWN</u> to be clear to next int, Dspr. may issue a Form D as follows:</p> <p>C&E No.208 Engine 942 at MP 50</p> <p>2. OPERATE IN <u>EAST</u> DIRECTION(S) ON <u>No.2</u> TRK BETWEEN <u>MP 50</u> AND <u>MIDWAY</u> .</p> <p>6. NON-SIGNALLED DCS RULES IN EFFECT ON <u>No.2, No.3</u> TRK(S) BETWEEN <u>HAM</u> AND <u>LINCOLN</u> .</p> <p>13. OTHER INSTRUCTIONS/INFORMATION <u>Do not operate on No.2 or No.3 tracks between Ham and Lincoln without Form D line 2 authority</u></p>
6.	Two (or more) trains in the affected area.	<p>If there are two trains in the territory e.g. No.208, Engine 942 at MP 50 and No.154, Engine 909, at MP 54, the following can be done: Instruct No.154 to stop and remain standing at MP 54 and prepare to copy a Form D after No.208 clears Midway. At that point you can issue to Form D shown above to No.208.</p> <p>At Midway, No.208 will receive a Form D line 2 addition to proceed to County. After No.208 reports clear of Midway, No.154 can be issued:</p> <p>C&E No.154 Engine 909 at MP 54</p> <p>2. OPERATE IN <u>EAST</u> DIRECTION(S) ON <u>No.2</u> TRK BETWEEN <u>MP 54</u> AND <u>MIDWAY</u> .</p> <p>6. NON-SIGNALLED DCS RULES IN EFFECT ON <u>No.2, No.3</u> TRK(S) BETWEEN <u>HAM</u> AND <u>LINCOLN</u> .</p> <p>13. OTHER INSTRUCTIONS/INFORMATION <u>Do not operate on No.2 or No.3 tracks between Ham and Lincoln without Form D line 2 authority.</u></p>

7.	Brief the train crews	Remind the train crew to cut out the speed control (SI 550-S1). Failure to cut out the speed control will prevent the train from operating at 70 MPH. Also remind the crew that all interlockings remain in service, ABS signals are out of service, and to approach each prepared to stop.
8.	Interlocking signals	Interlocking signals leading to and within the affected area <u>MAY</u> be displayed, but only do so when the train has Form D line 2 authority to operate at that location.
9.	Removing Interlocking signals from service	<p>Interlocking signals can be removed from service after the switches have been spiked and wedged by employees on the ground (406(d)). When engineering department personnel arrive on scene, have them block and spike the switches at Edison. This will enable trains on No.2 track to operate between County and Lincoln without stopping at Edison. This information must be given on a Form D line 7, but be aware that this information cannot be added to a Form D that has a time effective. Rather than changing the Form D-s in effect for eastward trains at Trenton, include this information in the Form D to the train that gives it the authority to operate in DCS as in the following example:</p> <p style="padding-left: 40px;">C&E No.632 Engine 908 at HAM</p> <p style="padding-left: 40px;">2. OPERATE IN <u>EAST</u> DIRECTION(S) ON <u>No.2</u> TRK BETWEEN <u>HAM</u> AND <u>MIDWAY</u> .</p> <p style="padding-left: 40px;">7. INT AND CP SIGNALS OUT OF SERVICE ON <u>No.2</u> TRK(S) AT <u>EDISON</u> .</p>
10 .	Canceling DCS	When signal power is restored cancel the Form D-s in effect.

AC PLATES ISSUED SOLELY BY PSCC

JO-F-10, pg11	JO-F-11, pg12	JO-F-12, pg13
JO-F-13, pg14	F-HAROLD-1, pg16	HAROLD-11, pg17
JO-F-21, pg22	JO-F-22, pg23	F-HAROLD-L1, pg25
F-HAROLD-21, pg27	HAROLD-23, pg 28	HAROLD-25, pg29
HAROLD-24, pg30	CF-30, pg41	CF31, pg42
CF-32, pg43	CF-33, pg44	F-HAROLD-3, pg45
HAROLD-35, pg46	HAROLD-34, pg47	CF-40, pg61
CF-41, pg62	CF-42, pg63	CF-43, pg64
F-HAROLD-4, pg65	HAROLD-44, pg66	GATE-10, pg67
GATE-11, pg68	BERGEN-20, pg603	BERGEN-30E, pg611
BERGEN-33, pg612	4202, pg620	BERGEN-A2, pg621
4203, pg630	A-BERGEN-3, pg631	

AC PLATES ISSUED BY PSCC AND SECTION "A"
INCLUDING OPR "R" VIA SECTION "A"

4301, pg10	JO-F-14, pg15	441-SHEET 2, pg80a
FO1 SHEET 1, pg81	442 SHEET 2, pg100a	FO2 SHEET 1, pg102

AC PLATES ISSUED BY PSCC AND SECTION "A"
INCLUDING OPR "Q" VIA SECTION "A"

4302, PG20	JO-F-20, pg21	JO-F-23, pg24
F22, pg26	443 SHEET 2, pg120a	QLCL, pg127
444 SHEET 2, pg130a	QS33, pg133	FS33, pg134
QL5WL TEMP, pg137a	F2S2, pg141	

AC PLATES ISSUED BY PSCC AND SECTION "A"

4303, pg40	HAROLD-GATE-20, pg48	GATE-20, pg49
4304, pg60	GATE-12, pg69	4501, pg200
PELHAM-13, pg201	4502, pg210	GATE-21, pg211
4601, pg220	PELHAM-10, pg222	4602, pg230
PELHAM-13, pg231	4102, pg600	SWIFT-20, pg602
4103, pg610	BERGEN-30, pg613	

DC PLATES ISSUED SOLELY BY PSCC

LINE 1-A, pg DC600a	L1W-A, pg DC601	L1M, pg DC602
L1-1023, pg DC603a	L1E-A, pg DC603b	HL1-2, pg DC603c
L2W, pg DC607	L2M, pg DC608	L2-2019, pg DC608a
HL2-L-1, pg DC609a	LINE 3, pg DC611	L3W, pg DC612
L3M, pg DC613	L3E, pg DC614	E63, pg DC615
L4W, pg DC617	L4M, pg DC618	L4-4023, pg DC621
L4E-4021, pg DC622		

DC PLATES ISSUED BY PSCC AND SECTION "A"
INCLUDING OPR "R" VIA SECTION "A"

LINE 1, pg DC600	L1E, pg DC603	LOOP 1, pg DC604
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DC PLATES ISSUED BY PSCC AND SECTION "A"
INCLUDING OPR "Q" VIA SECTION "A"

LINE 2, pg DC606	L2E, pg DC609	SUB 1, pg DC609b
SUB 2, pg DC609c	HL2-7, pg DC610	LINE 4, pg DC616
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